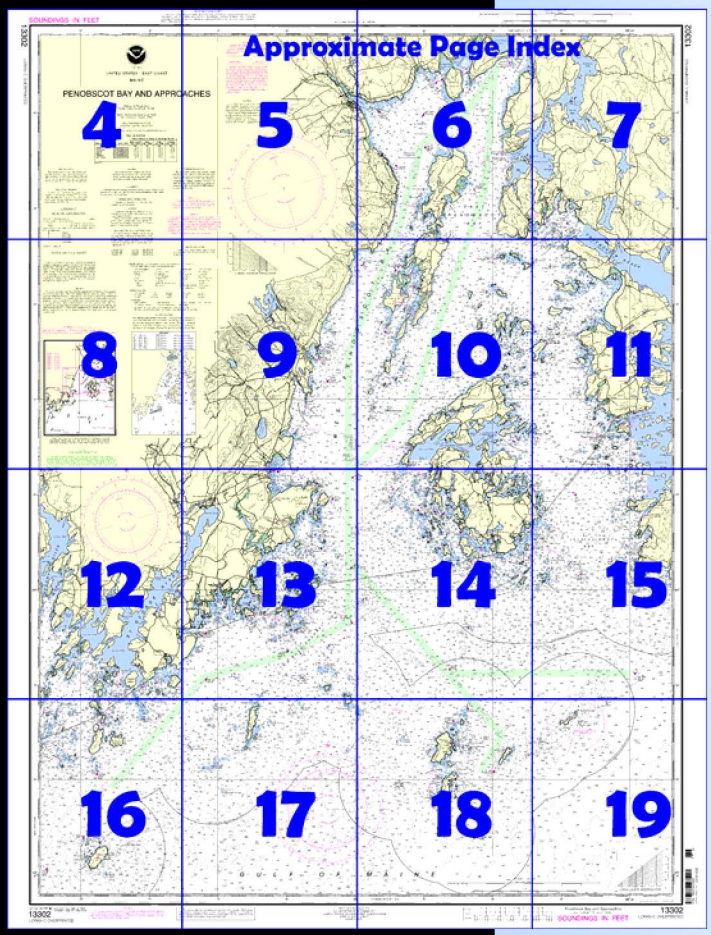
BookletChart™

Penobscot Bay and Approaches

(NOAA Chart 13302)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

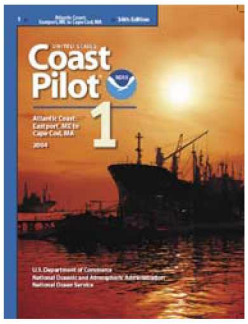
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 7 excerpts]

(111) **Penobscot Bay**, the largest and most important of the many indentations on the coast of Maine, is about 20 miles wide from Isle au Haut on the east to Whitehead Island on the west and 28 miles long from its entrance to the mouth of Penobscot River. A chain of large and small islands divides the bay into two parts, **East Penobscot Bay** and **West Penobscot Bay.** The southern part of East Penobscot Bay is Isle au Haut Bay. **Vinalhaven Island** and **North Haven Island** are large islands dividing the southern part of the bay. Islesboro Island divides the bay near its head. Numerous harbors indent the shores of Penobscot Bay, the most important being Rockland, Rockport, Camden, Belfast, and Searsport on the western shore; Castine and Stonington on the eastern shore; and Vinalhaven and North Haven in the center of the bay. The bay is the approach to Penobscot River, on which are several towns and the city of Bangor at the head of navigation. The bay ports collectively are among the leaders for the lobstering industry in Maine.

(112) The sea approaches to the bay are well marked by the lights on Monhegan Island and Matinicus Rock; the entrance is marked by Saddleback Ledge Light on the east and by Whitehead and Two Bush Island Lights on the west side of the bay. The harbors are well lighted, and the more important dangers are marked by buoys or daybeacons. Deep-draft vessels ply the bay throughout the year and recreational vessels are prevalent during the summer. In severe winters many of the harbors are obstructed by ice. The Penobscot River seldom is entirely closed by it as icebreakers usually keep the channel free. The thorofares are only occasionally obstructed by ice and are much used by small vessels bound along the coast.

(113) Penobscot Bay, a region of rocks and ledges, requires extreme caution in navigating. After unusually high tides many logs are present in the bay, particularly from Belfast northward. These logs are dangerous to small craft. Penobscot Bay can be entered from eastward through Eggemoggin Reach, Deer Island Thorofare, or Merchant Row, and from westward through Muscle Ridge Channel or Two Bush Channel.

(115) The preceding paragraphs give the simplest directions by pointing out the difficulties and the dangers, and especially, when necessary, the need for local knowledge. The channels are well buoyed, most of the dangers well marked, and the approaches clear. No difficulty should be experienced in approaching and entering the bay in clear weather with the aid of the chart and by following the aids.

(116) Two vessel-to-vessel **oil transfer anchorage areas** near the head of Penobscot Bay north of Islesboro Island are discussed later in this chapter; indexed as Oil Transfer Anchorage Area.

(118) The U.S. Coast Guard Captain of the Port, Portland, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating upon these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.

(293) **Islesboro Island** and the adjacent islands and shoals are about 15 miles long, and separate East and West Penobscot Bays near their heads. Islesboro Island is nearly divided in the middle. The island is an important summer resort and is frequented by many pleasure boats in summer. Dark Harbor, Islesboro, North Islesboro, and Pripet are villages on the island. A State automobile and passenger ferry is operated between Lincolnville, on the mainland, and Grindle Point.

(294) A chain of islands and rocks, through which are several channels, extends for 5 miles southward from Islesboro Island. **McIntosh Ledge,** the most southerly of the dangers and about 0.7 mile southeastward of Robinson Rock, is awash at low water. A buoy is southeast of the ledge.

(295) **Robinson Rock**, 22 feet high and grassy, is the most southerly visible danger; several smaller bare rocks are around it. Ledges extend for 0.6 mile north-northeast and south-southwest of the rock. There is a whistle buoy off the southern end of these ledges.

(296) **Mark Island**, the most southerly wooded island, is high, rounded, and prominent. A daybeacon is on the reef, which extends southward from the island.

(298) **Lasell Island**, 1.2 miles northeast of Mark Island, is high and wooded except at its north end. **Goose Island 13305Goose Island** and **Mouse Island,** eastward of Saddle and Lasell Islands, are rocky islets with grass on top. Several bare and covered rocks are between Goose and Mouse Islands. A buoy is 300 yards north of the ledge which uncovers 5 feet northward of Mouse Island, and a buoy is eastward of the bare rock east of Goose Island.

Table of Selected Chart Notes

Corrected through NM Jun. 10/06
Corrected through LNM May 30/06

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME	KEC-93	162.40 MHz
Portland, ME	KDO-95	162.55 MHz
Dresden, ME	WXM-60	162.475 MHz

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.865" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Chart 13302 is for use in the wide portions of Penobscot Bay and Approaches. Navigational aids are not shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE B
RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Matinicus Harbor	(43°52'N/68°53'W)	9.8	9.3	0.3	-3.5
Vinalhaven	(44°03'N/68°50'W)	10.1	9.6	0.3	-3.5
Castine	(44°23'N/68°48'W)	11.0	10.5	0.4	-3.5
Belfast	(44°26'N/69°00'W)	11.0	10.6	0.4	----
Rockland	(44°06'N/69°06'W)	10.6	10.2	0.4	----
Port Clyde	(43°56'N/69°16'W)	9.7	9.2	0.3	-3.5

(Apr 2006)

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

SOUNDINGS IN FEET

13302

LORAN-C OVERPRINTED

20' 15' 10'

25'

20'

COAST SURVEY

UNITED STATES - EAST COAST

MAINE

PENOBSCOT BAY AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 44°06'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Matinicus Harbor	(43°52'N/68°53'W)	9.8	9.3	0.3	-3.5
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Belfast	(44°26'N/69°00'W)	11.0	10.6	0.4	----
Rockland	(44°06'N/69°06'W)	10.6	10.2	0.4	----
Port Clyde	(43°58'N/69°16'W)	9.7	9.2	0.3	-3.5

(Apr 2006)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

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LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5930.....59,300 Microseconds
9960.....99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

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NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME	KEC-93	162.40 MHz
Portland, ME	KDO-95	162.55 MHz
Dresden, ME	WXM-60	162.475 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.865" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

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Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical | G green | Mo morse code | R TR radio tower
IQ interrupted quick | N nun | Rot rotating
Iso isophase | OBSC obscured | s seconds

Joins page 8

MICROSECONDS

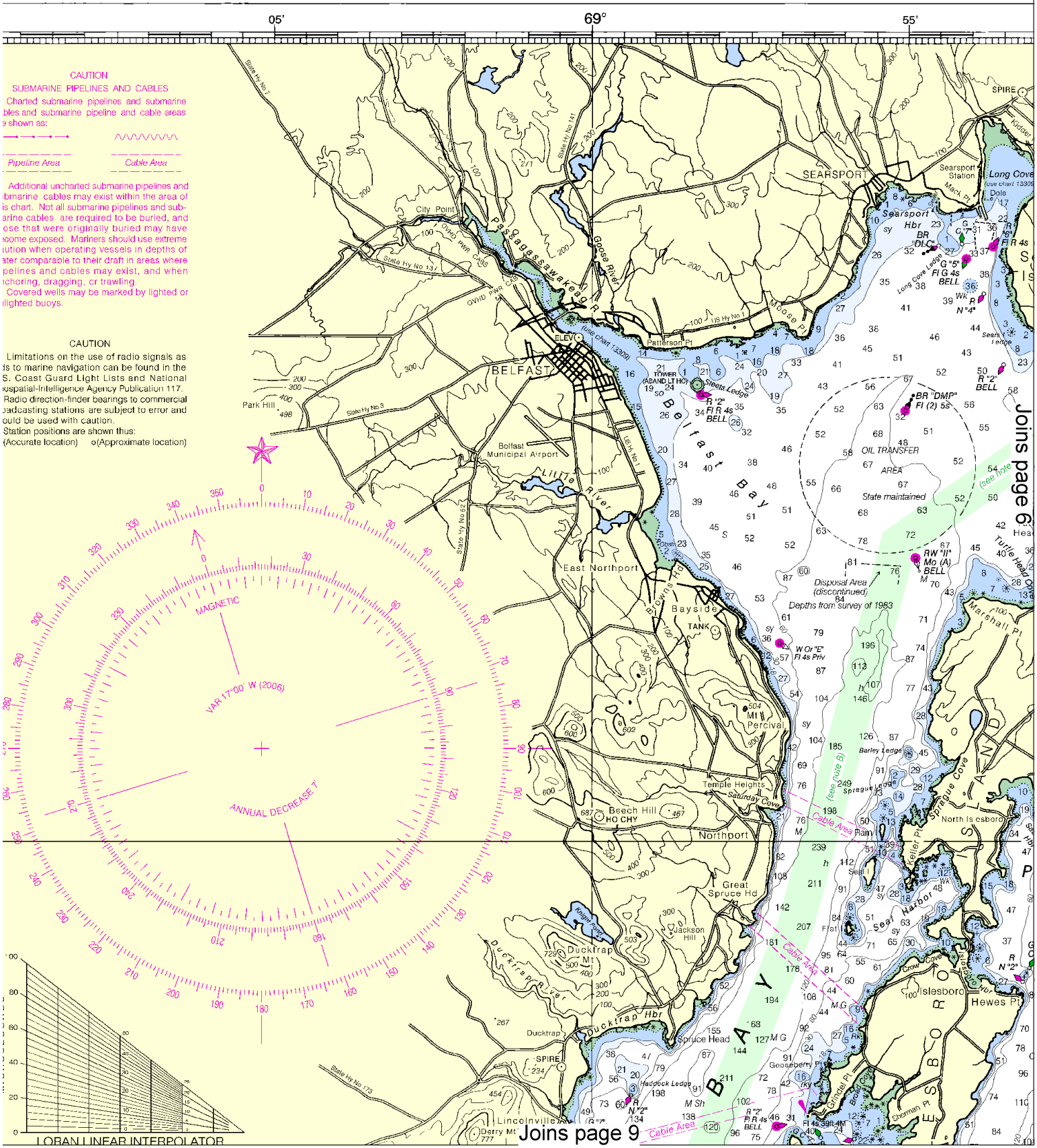
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Formerly C&GS 1203, 1st Ed., Nov. 1920 KAPP 2032

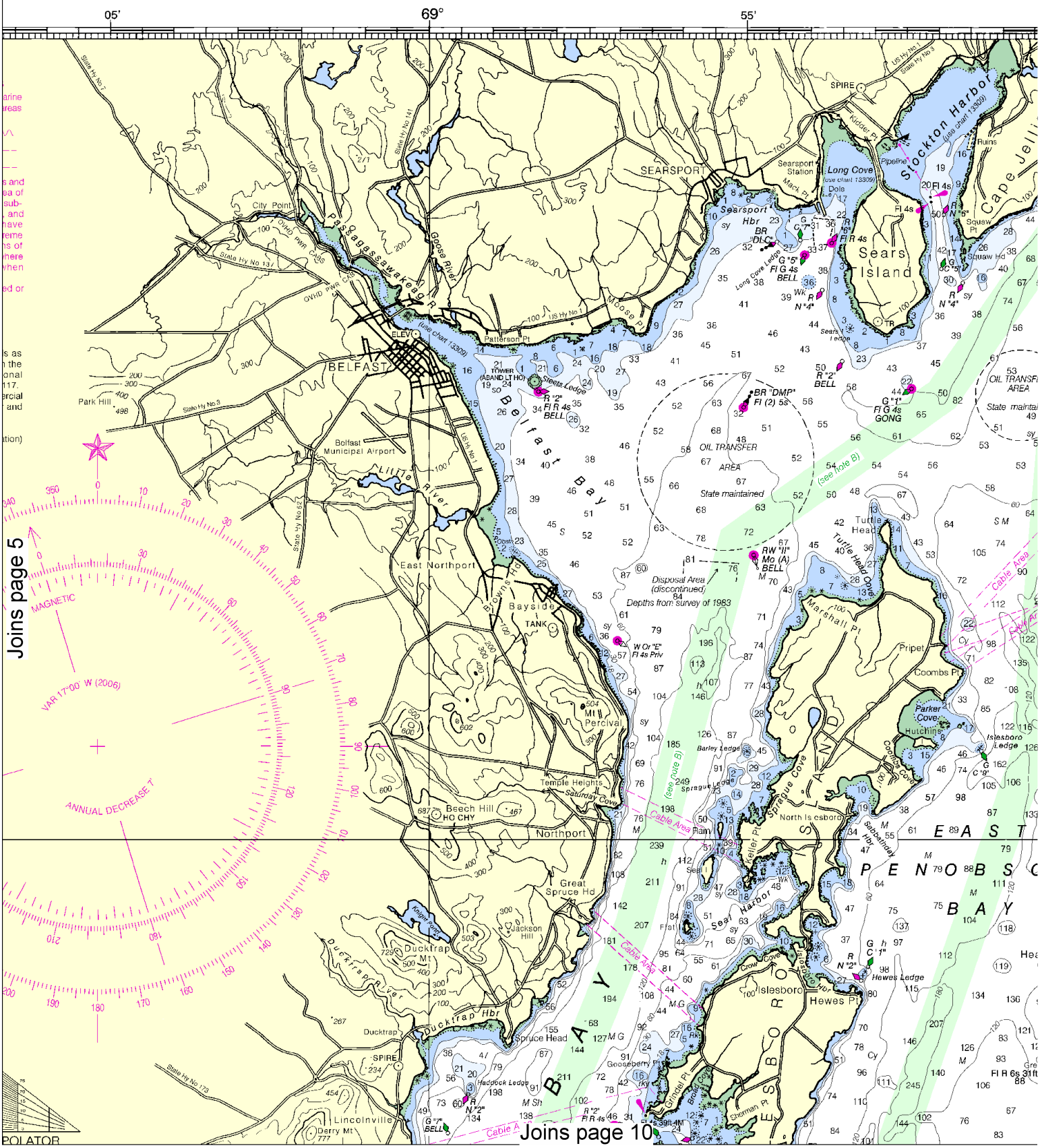


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 1203, 1st Ed., Nov. 1920 KAPP 2032



North

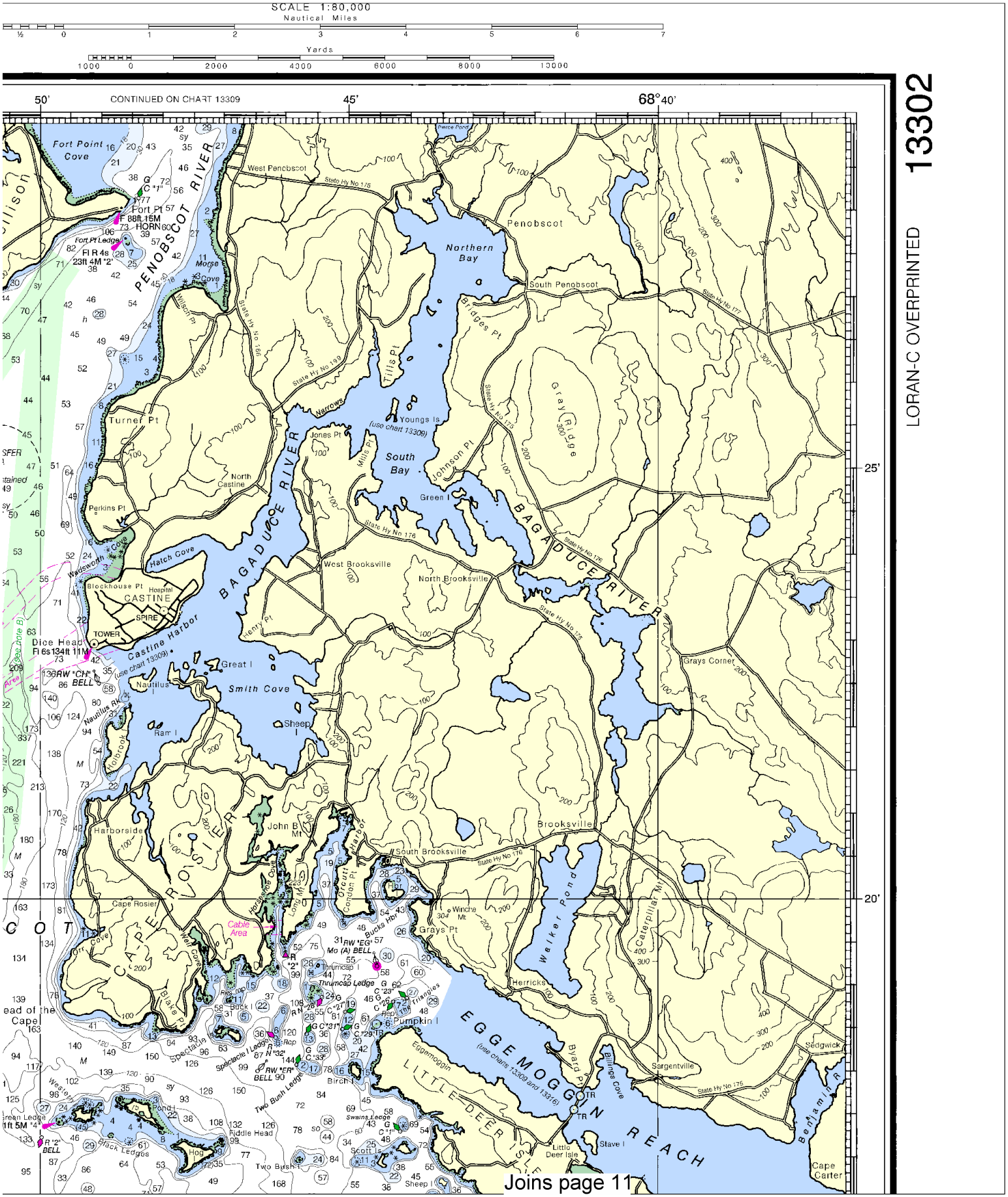
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9960-W

RATES ON THIS CHART

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NOTE X

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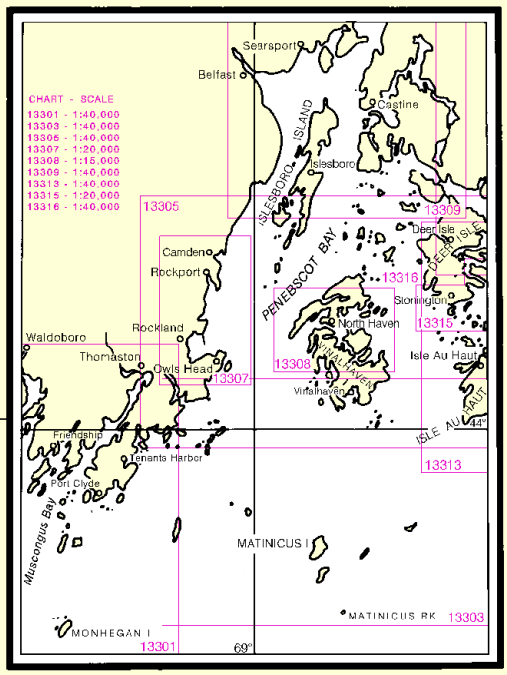
COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



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RECOMMENDED VESSEL ROUTE

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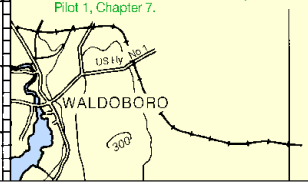

NAA WEATHER RADIO BROADCASTS

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Portland, ME	KDO-95	162.55 MHz
Dresden, ME	WXM-60	162.475 MHz

Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

MICROSECONDS

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co cora	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

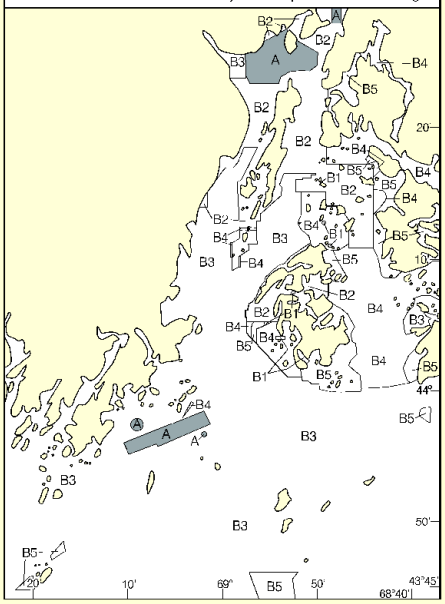
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

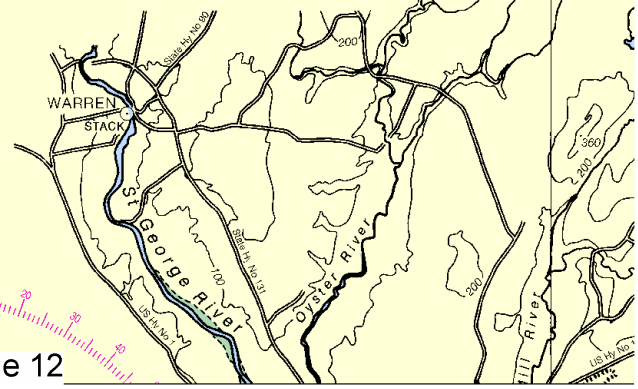
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2001	NOS Surveys	full bottom coverage
B1	1990-1998	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage





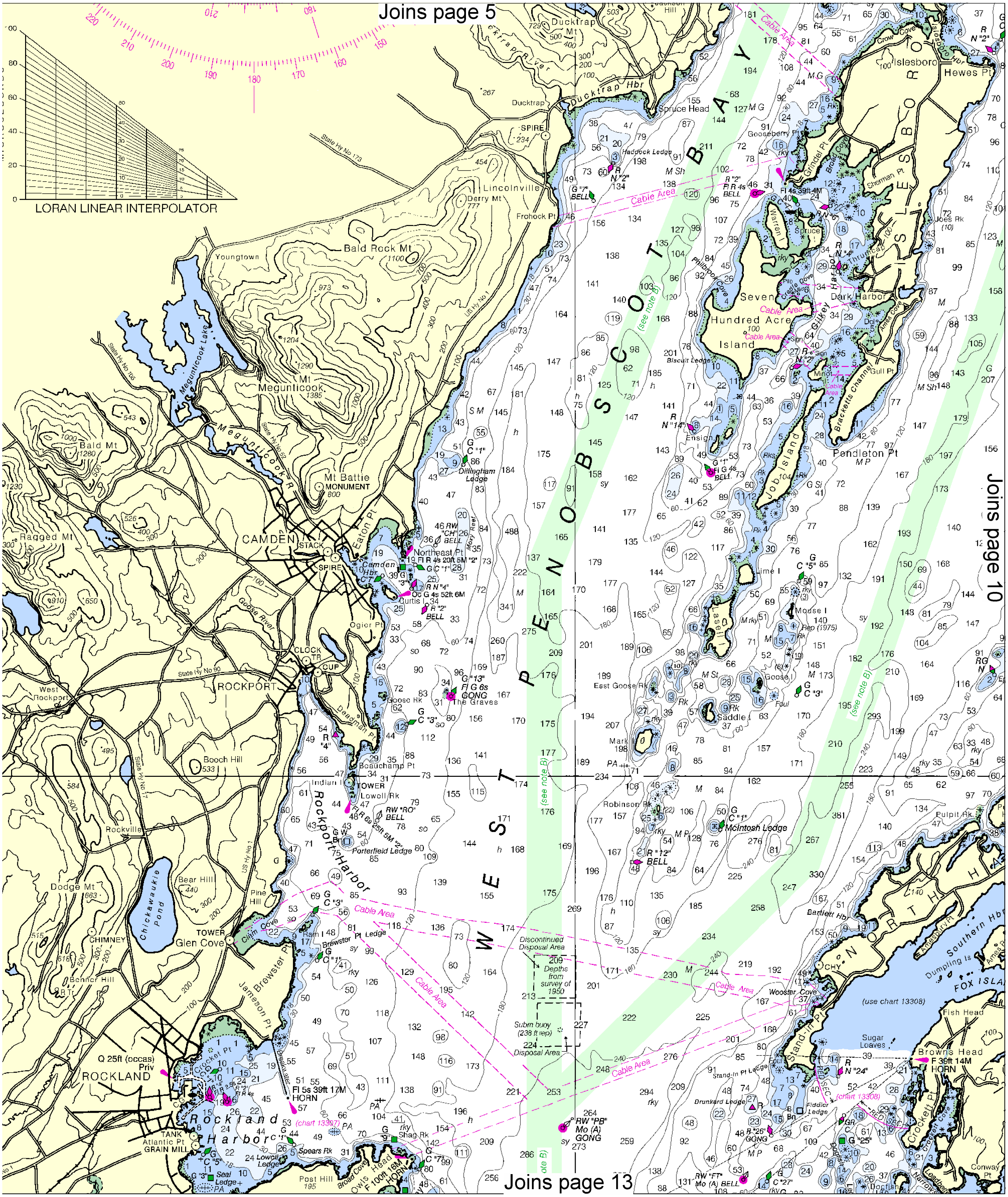
Joins page 12

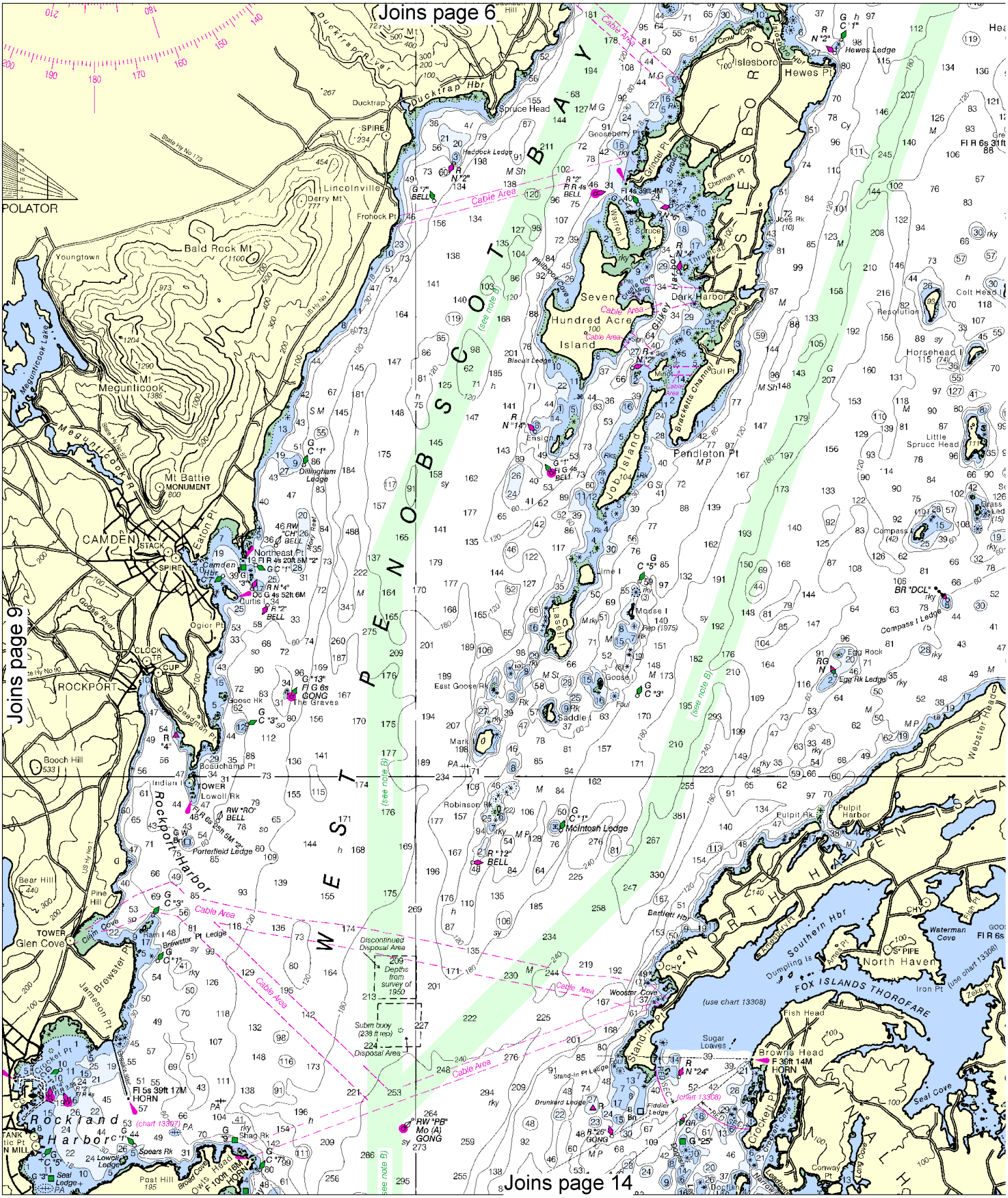
North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 5
Joins page 10
Joins page 13
LORAN LINEAR INTERPOLATOR
WEST PENOBSCOT BAY
Ducktrap Mt
Ducktrap River
Ducktrap Hbr
Ducktrap
Spruce Head
Lincolnville
Derry Mt
Frohock Pt
Bald Rock Mt
Youngtown
Megunticook Lake
Mt Megunticook
Megunticook R
Bald Mt
Mt Battie
MONUMENT
Ragged Mt
CAMDEN
STACK
SPIRE
Eaton Pt
Northeast Pt
Camden Hbr
Curtis I
Ogier Pt
Goose River
CLOCK TR
CUP
ROCKPORT
West Rockport
Goose Rk
The Graves
Deadman Pt
Beauchamp Pt
Indian I
TOWER
Lowell Rk
Porterfield Ledge
Rockport Harbor
Booch Hill
Rockville
Dodge Mt
Bear Hill
Chickawaukie Pond
Pine Hill
CHIMNEY
Glen Cove
Clam Cove
Ram I
Brewster Pt Ledge
Brewster Pt
Jameson Pt
Benner Hill
Crockett Pt
Q 25ft (occas) Priv
ROCKLAND
Rockland Harbor
Breakwater
Fl 5s 39ft 17M HORN
(chart 13307)
TANK
Atlantic Pt
GRAIN MILL
Seal Ledge
Lowell Ledge
Spears Rk
Shag Rk
Post Hill
Broad Cove
Owls Head
F 100ft 16M HORN
Haddock Ledge
Cable Area
Gooseberry Pt
Grindel Pt
Broad Cove
Fl 4s 39ft 4M
Warren I
Spruce I
Philbrook Cove
Seven Hundred Acre Island
Cradle Cove
Gilkey Harbor
Dark Harbor
Thrumcap
Sherman Pt
Crow Cove
Islesboro
Islesboro Hbr
Hewes Pt
ISLESBORO
Joes Rk
Ames Cove
Minot
Gull Pt
Bracketts Channel
Biscuit Ledge
Ensign I
Job Island
Pendleton Pt
Lime I
Mouse I
Lasell I
East Goose Rk
Goose I
Saddle I
Mark I
Robinson Rk
McIntosh Ledge
Discontinued Disposal Area
Depths from survey of 1950
Subm buoy (238 ft rep)
Disposal Area
NORTH HAVEN
Pulpit Rk
Bartlett Hb
CHY
Wooster Cove
Stand-in Pt
Stand-in Pt Ledge
Southern Hbr
Amesbury Pt
Dumpling Is
FOX ISLANDS
(use chart 13308)
Sugar Loaves
Fish Head
Browns Head
F 39ft 14M HORN
Drunkard Ledge
Fiddler Ledge
RED SEC
(chart 13308)
Crockett Pt
Crockett Cove
Conway Pt
Dogfish
Narrows
Leadbetter
RW "PB" Mo (A) GONG
RW "FT" Mo (A) BELL
(see note B)



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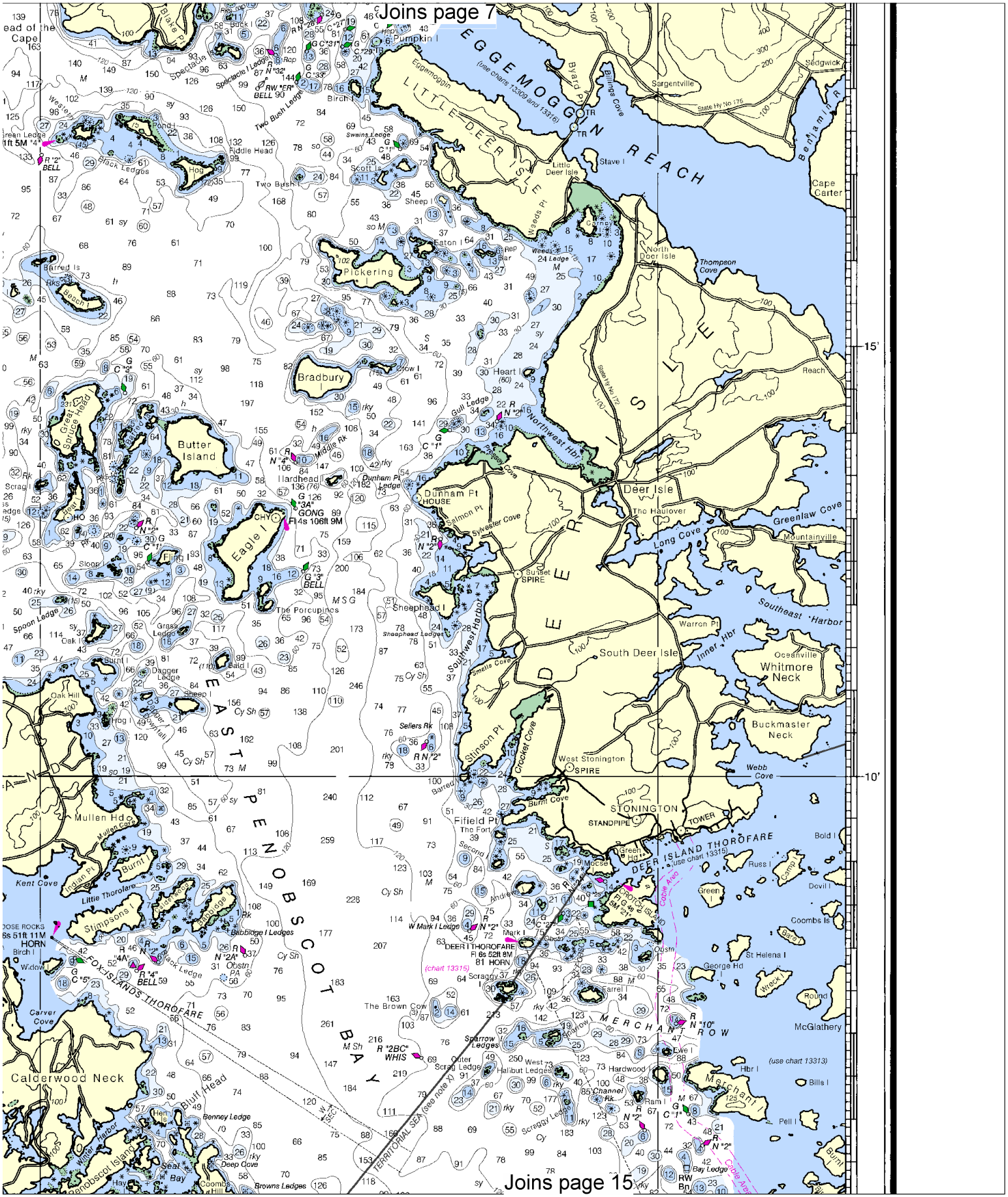
Nautical Miles

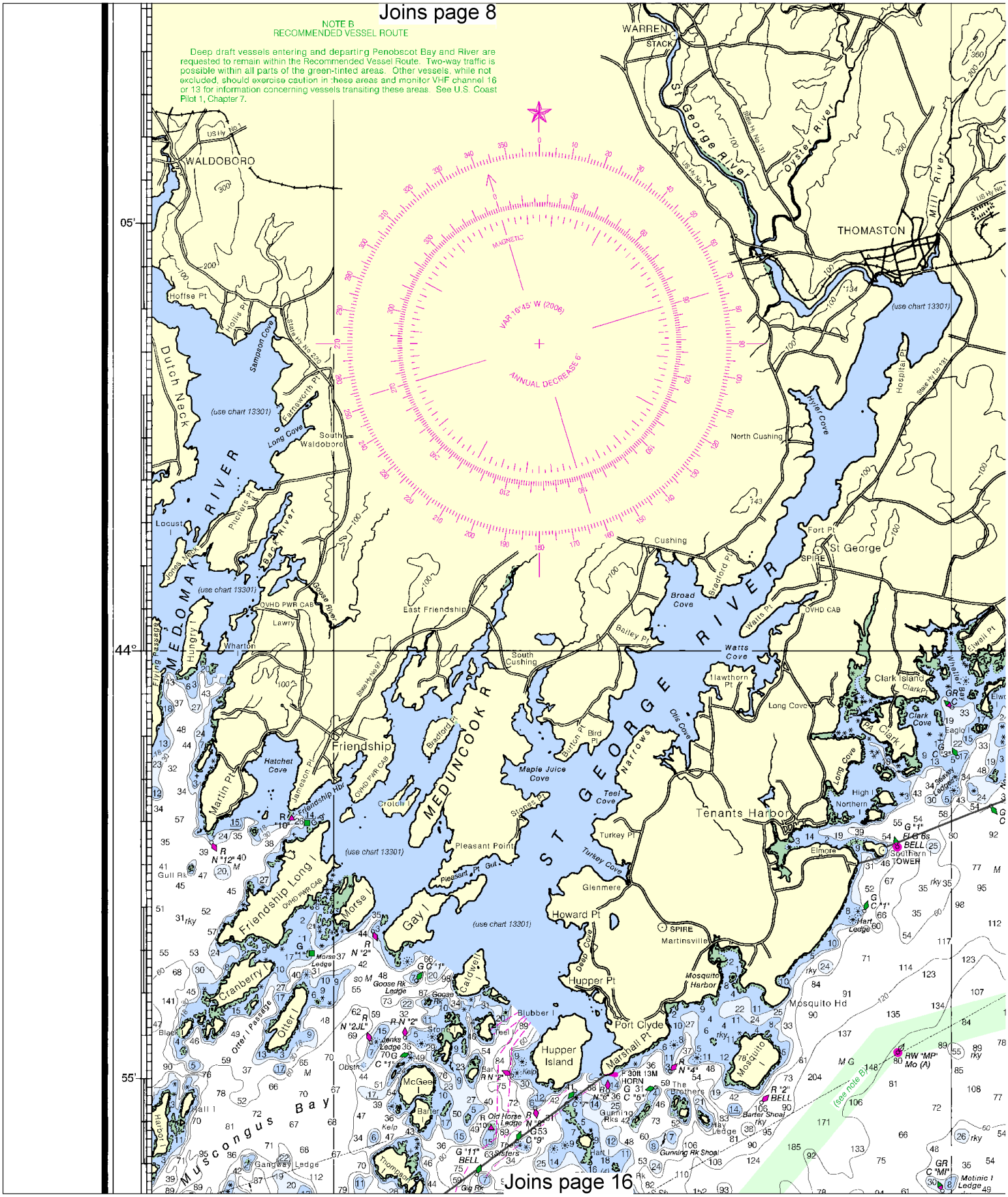
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

North


Joins page 7
EGGEMOGGIN REACH
LITTLE DEER ISLE
DEER ISLE
Eggemoggin
(use charts 13209 and 13316)
Byard Pt
Billings Cove
Sargentville
Sedgwick
State Hy No 175
Benjamin R
Cape Carter
Stave I
Little Deer Isle
Weeds Pt
North Deer Isle
Thompson Cove
Pickering I
Eaton I
Bradbury I
Heart I
Reach
Northwest Hbr
Preston Cove
Butter Island
Eagle I
Middle Rk
Dunham Pt
Dunham Pt Ledge
Dunham Pt HOUSE
Deer Isle
The Harlover
Greenlaw Cove
Long Cove
Mountainville
Salmon Pt
Sylvester Cove
Sunset SPIRE
Southeast Harbor
Warren Pt
Inner Hbr
Oceanville
Whitmore Neck
South Deer Isle
Sheephead I
Southwest Harbor
The Porcupines
Smalls Cove
Buckmaster Neck
Stinson Pt
Crocket Cove
West Stonington SPIRE
Webb Cove
Sellers Rk
Burnt Cove
STONINGTON
STANDPIPE
TOWER
Fifield Pt
The Fort
DEER ISLAND THOROFARE
(use chart 13315)
Bold I
Russ I
Dovil I
Green
Coombs Is
St Helena I
George Hd
Round
McGlathery
Merchant Row
(use chart 13313)
Bills I
Pell I
Hardwood
Ewe I
Farrel I
Scraggy I
DEER I THOROFARE
Fl 6s 52ft 8M
81 HORN
W Mark I Ledge
Mark I
Andrews
Babbidge I Ledges
Stimpsons I
Kent Cove
Little Thorofare
Indian Pt
Burnt I
Mullen Hd
Mullen Cove
Penobscot Bay
FOX ISLANDS THOROFARE
Carver Cove
Calderwood Neck
Bluff Head
Benney Ledge
Deep Cove
Seal Bay
Coombs Hill
Browns Ledges
Hay I
Penobscot Island
Minot Harbor
TERRITORIAL SEA (see note X)
The Brown Cow
Sparrow Ledges
Outer Scrag Ledge
Halibut Ledges
Channel Rk
Scraggy Ledge
Bay Ledge
Cable Area
Joins page 15
15'
10'



North

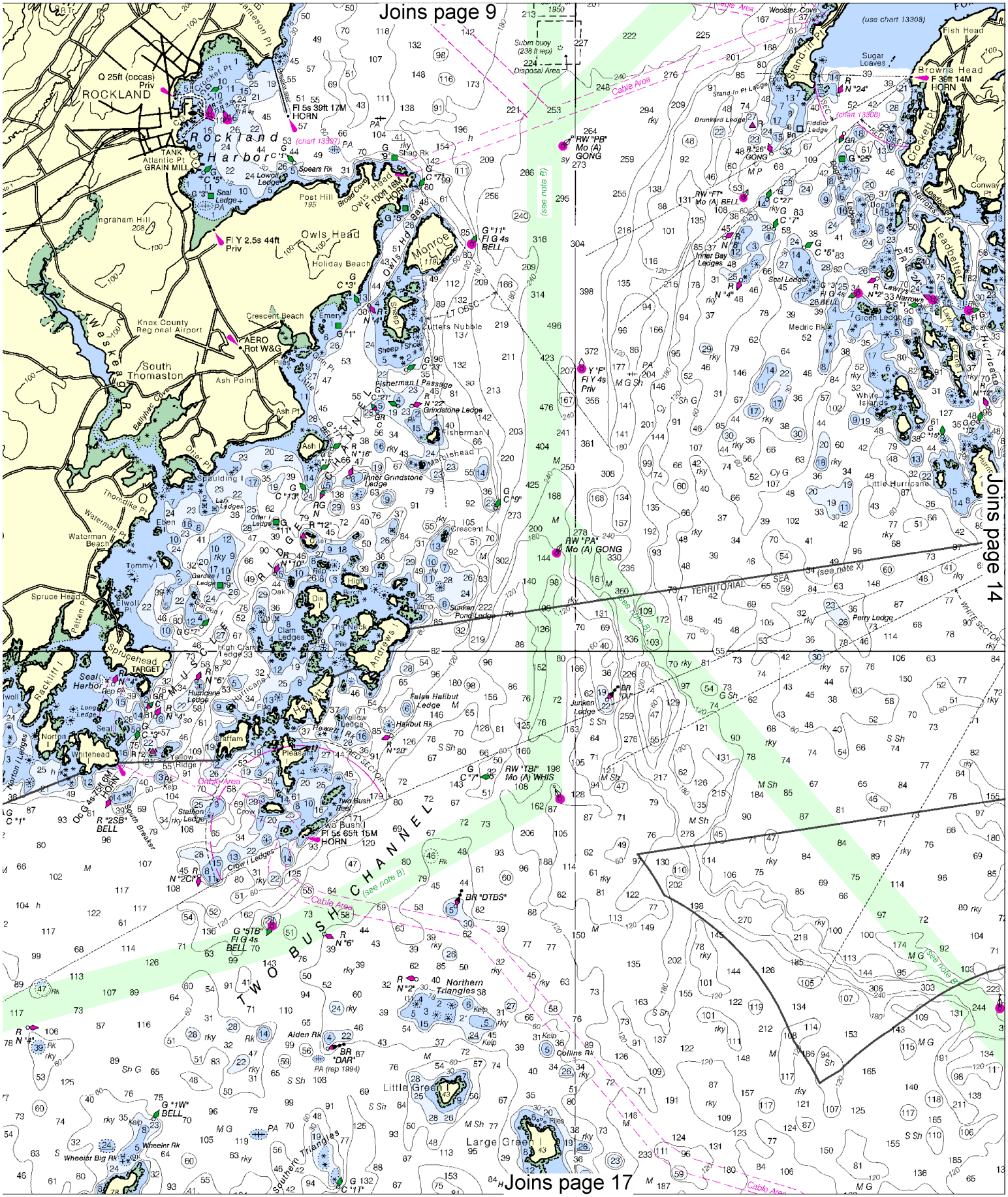
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

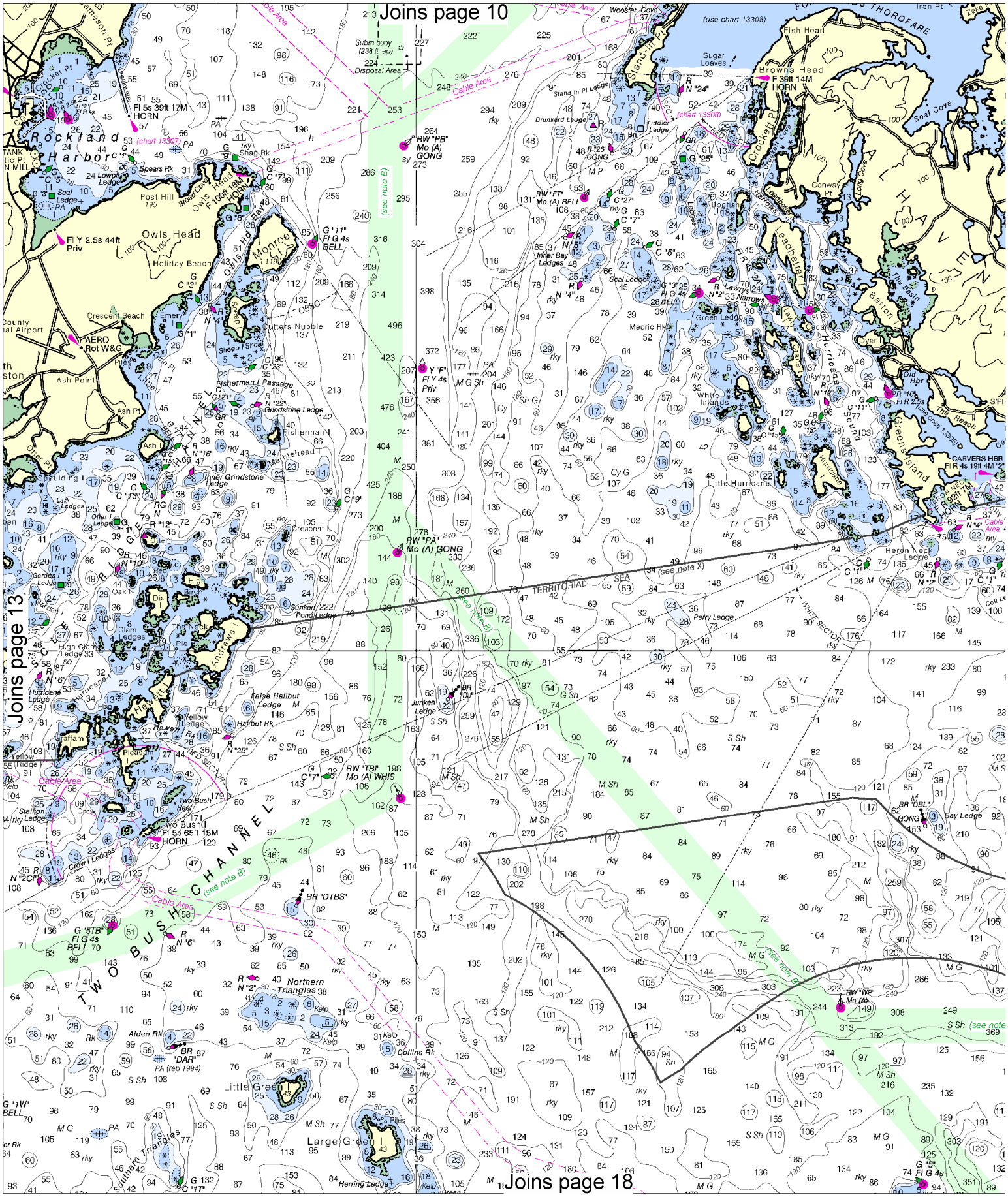
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 9
Joins page 14
Joins page 17
ROCKLAND
Rockland Harbor
Owls Head
South Thomaston
Spruce Head
Seal Harbor
Two Bush Channel
Fl 5s 39ft 17M HORN
Fl 5s 65ft 15M HORN
Fl Y 2.5s 44ft Priv
Q 25ft (occas) Priv
Fl G 4s BELL
RW "PB" Mo (A) GONG
RW "FT" Mo (A) BELL
RW "PA" Mo (A) GONG
RW "TB" Mo (A) WHIS
Y "F" Fl Y 4s Priv
Oc G 4s 12ft 6M HORN
Fl G 4s BELL
R "2SB" BELL
G "1W" BELL
G "5TB" Fl G 4s BELL
BR "DTBS"
BR "DAR"
Cable Area
TERRITORIAL SEA
(see note B)
(see note X)
(use chart 13308)
(chart 13307)
Monroe Island
Fisherman Island
Little Green
Large Green
Northern Triangles
Southern Triangles
Browns Head
Fish Head
Sugar Loaves
Crockett Pt
Conway Pt
Wooster Cove
Stand-in Pt Ledge
Drunkard Ledge
Fiddler Ledge
Inner Bay Ledges
Seal Ledge
Lawrys Narrows
Green Ledge
Medric Rk
White Islands
Little Hurricane
Perry Ledge
Junken Ledge
False Halibut Ledge
Halibut Rk
Two Bush Ledge
Alden Rk
Collins Rk
Crow I Ledges
Hurricane Ledge
Yellow Ledge
Grindstone Ledge
Inner Grindstone Ledge
Fisherman I Passage
Cutters Nubble
Sunken Pond Ledge
Spruce Head Ledge
Seal Harbor Ledge
Norton Ledges
Whitehead
Ash Point
Crescent Beach
Holiday Beach
Ingraham Hill
Post Hill
Knox County Regional Airport
AERO Rot W&G
Atlantic Pt GRAIN MILL
TANK
Spears Rk
Lowell Ledge
Seal Ledge
Shag Rk
Owls Head Bay
Broad Cove
Owls Head Light
Ballyhac Cove
Otter Pt
Thorndike Pt
Waterman Pt
Waterman Beach
Spruce Head Pt
Pillsbury Pt
Cockle Pt
Jameson Pt
Ash Pt
Ash I
Spaulding I
Eben
Tommy
Elwell Pt
Garden I
Oak I
Dix
High
Bird
The Neck
Clam Ledges
High Clam Ledge
Andrews I
Rackliff I
Norton I
Seal I
Staffam
Pleasant I
Station Ledge
Crow I
Hewett
Hewett Rk
Sheep I Shoal
Piles
Wooster Cove
Sugar Loaves
Browns Head
Fish Head
Conway Pt
Crockett Pt
Lawrys Narrows
Green Ledge
Medric Rk
White Islands
Little Hurricane
Perry Ledge
Junken Ledge
False Halibut Ledge
Halibut Rk
Two Bush Ledge
Alden Rk
Collins Rk
Crow I Ledges
Hurricane Ledge
Yellow Ledge
Grindstone Ledge
Inner Grindstone Ledge
Fisherman I Passage
Cutters Nubble
Sunken Pond Ledge
Spruce Head Ledge
Seal Harbor Ledge
Norton Ledges
Whitehead
Ash Point
Crescent Beach
Holiday Beach
Ingraham Hill
Post Hill
Knox County Regional Airport
AERO Rot W&G
Atlantic Pt GRAIN MILL
TANK
Spears Rk
Lowell Ledge
Seal Ledge
Shag Rk
Owls Head Bay
Broad Cove
Owls Head Light
Ballyhac Cove
Otter Pt
Thorndike Pt
Waterman Pt
Waterman Beach
Spruce Head Pt
Pillsbury Pt
Cockle Pt
Jameson Pt
Ash Pt
Ash I
Spaulding I
Eben
Tommy
Elwell Pt
Garden I
Oak I
Dix
High
Bird
The Neck
Clam Ledges
High Clam Ledge
Andrews I
Rackliff I
Norton I
Seal I
Staffam
Pleasant I
Station Ledge
Crow I
Hewett
Hewett Rk
Sheep I Shoal
Piles



14

North

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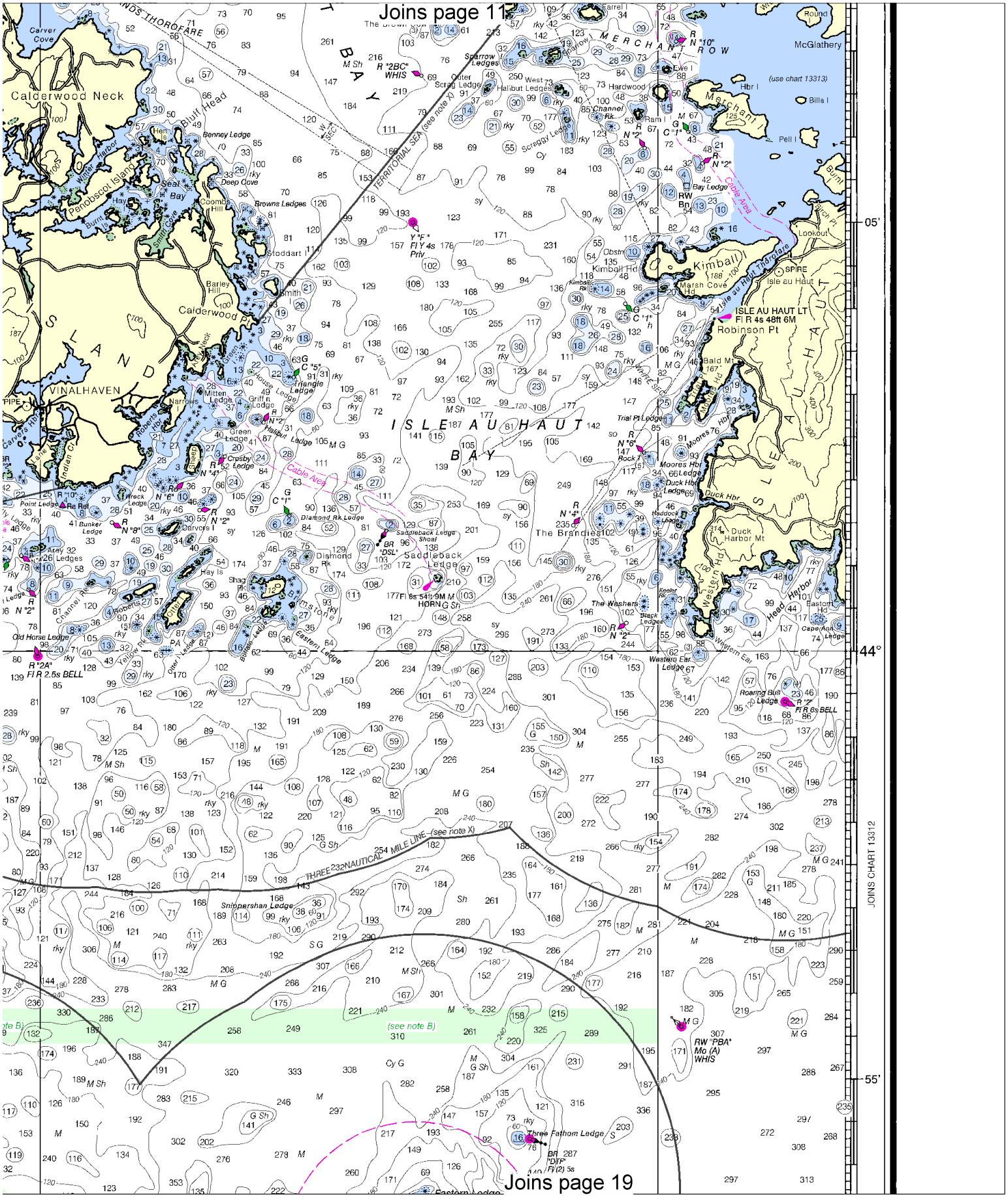
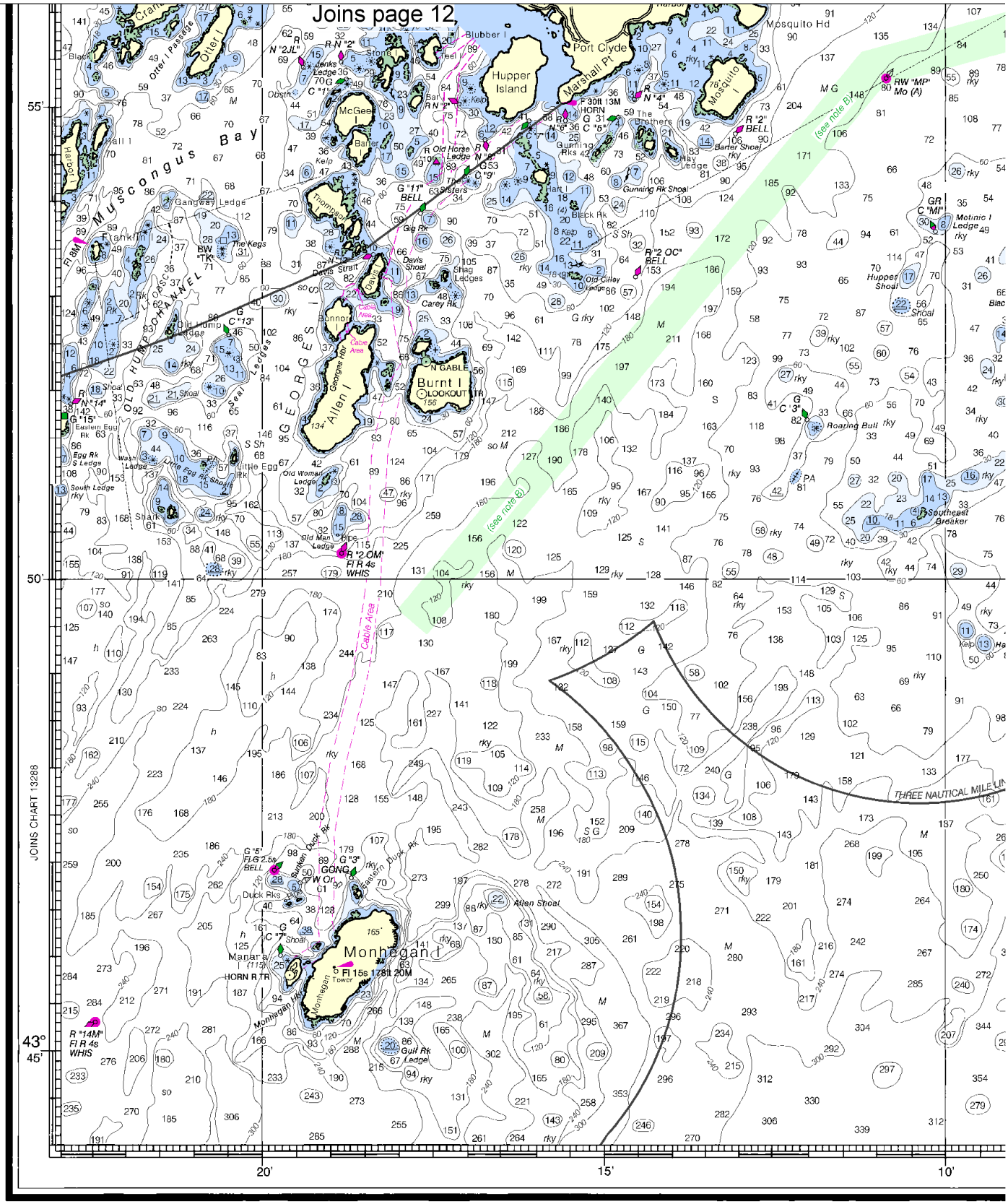
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 11
Joins page 19
Calderwood Neck
Bluff Head
Benney Ledge
Deep Cove
Browns Ledges
Stoddart I
Barley Hill
Calderwood Pt
VINALHAVEN
Carver Cove
Penobscot Island
White Harbor
Great Bay
Hay Is
Coombs Hill
Smith Cove
Burnt Is
Mitten Ledge
Narrows
Griffin Ledge
Green Ledge
Crosby Ledge
Triangle Ledge
Halibut Ledge
House Ledge
Roberts Hbr
Carver Hbr
Shag Is
Indian Cr
Point Ledge
Ra Ref
Wreck Ledge
Bunker Ledge
Carvers I
Ray Ledges
Channel Rk
Old Horse Ledge
Yellow Rk
Dyer Ledge
Eastern Ledge
Western Ledge
Diamond Rk Ledge
Saddleback Ledge Shoal
Saddleback Ledge
Diamond Rk
Hay Is
Shag Rk
Western Ledge
Sparrow Ledges
Outer Scraggy Ledge
Halibut Ledges
Scraggy Ledge
Hardwood Rk
Channel Rk
Ram I
Ewe I
Hbr I
Bills I
Pell I
McGlathery
Round
Merchant Row
Merchant
Bay Ledge
Cable Area
Burnt I
Birch Pt
Lookout
Kimball I
Kimball Hd
Kimball Rk
Marsh Cove Hd
SPIRE
Isle au Haut
Isle au Haut Harbor
ISLE AU HAUT LT
Fl R 4s 48ft 6M
Robinson Pt
Bald Mt
Trial Pt Ledge
Moores Hbr
Moores Hbr Ledge
Duck Hbr Ledge
Duck Hbr
Duck Harbor Mt
Head Harbor
Eastern Hd
Cape Ann Ledge
Roaring Bull Ledge
Fl R 6s BELL
The Brandies
The Washers
Black Ledges
Keeler Rk
Western Ear
Western Ear Ledge
Fl R 2.5s BELL
Fl 6s 54ft 9M
HORN
Three Fathom Ledge
Fl (2) 5s
Snippershan Ledge
TERRITORIAL SEA (see note X)
THREE NAUTICAL MILE LINE (see note X)
(see note B)
RW "PBA" Mo (A) WHIS
"2BC" WHIS
"DSL"
"DTF"
(use chart 13313)
ISLE AU HAUT BAY
ISLE AU HAUT
05'
44°
55'
JOINS CHART 13312



22nd Ed., Jun / 06 ■ Corrected through NM Jun. 10/06
Corrected through LNM May 30/06

13302

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe
Ocean Service encourages users to submit corrections, ac
improving this chart to the Chief, Marine Chart Division
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

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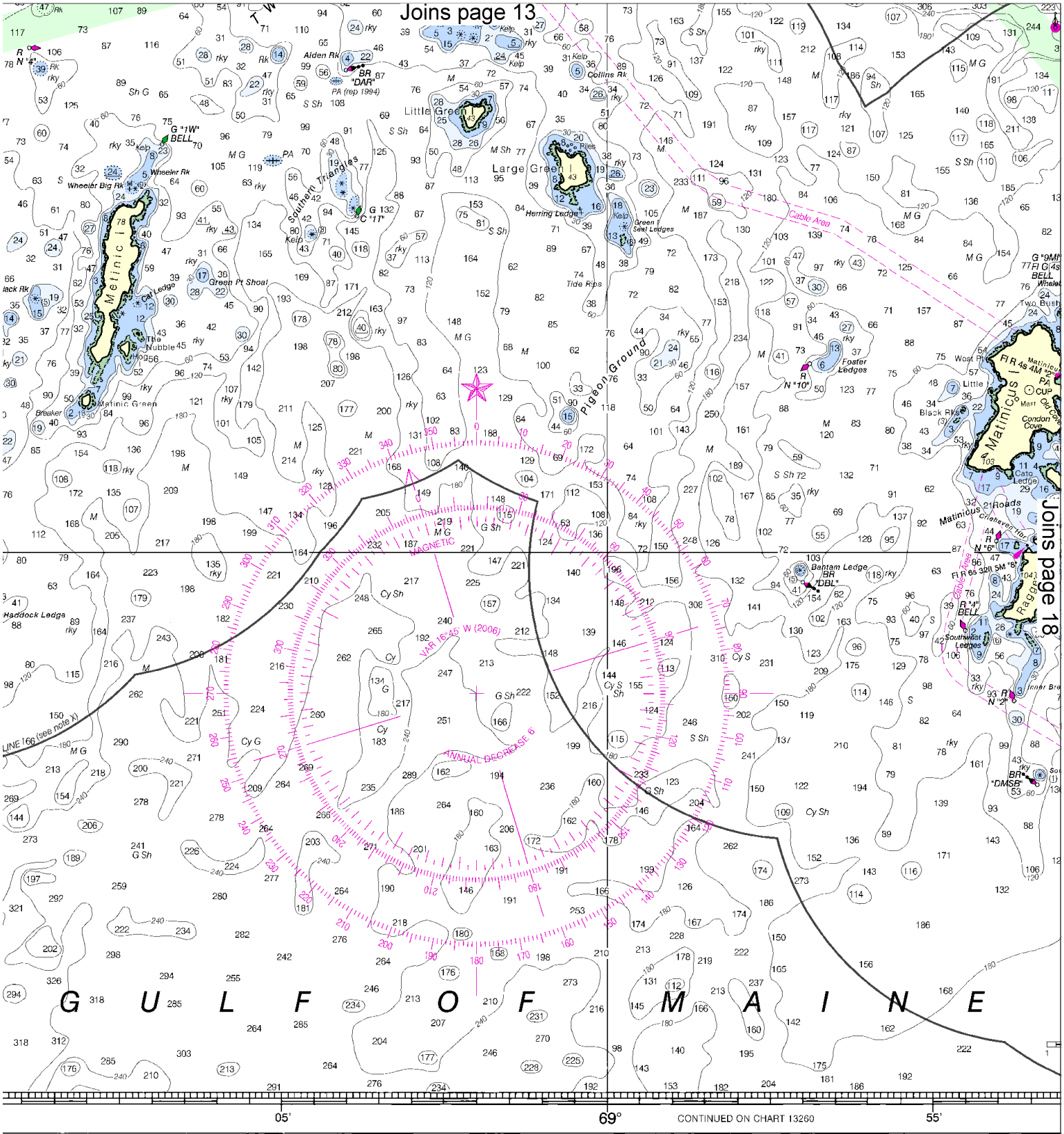
Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



afe navigation. The National
additions, or comments for
n (N/CS2), National Ocean

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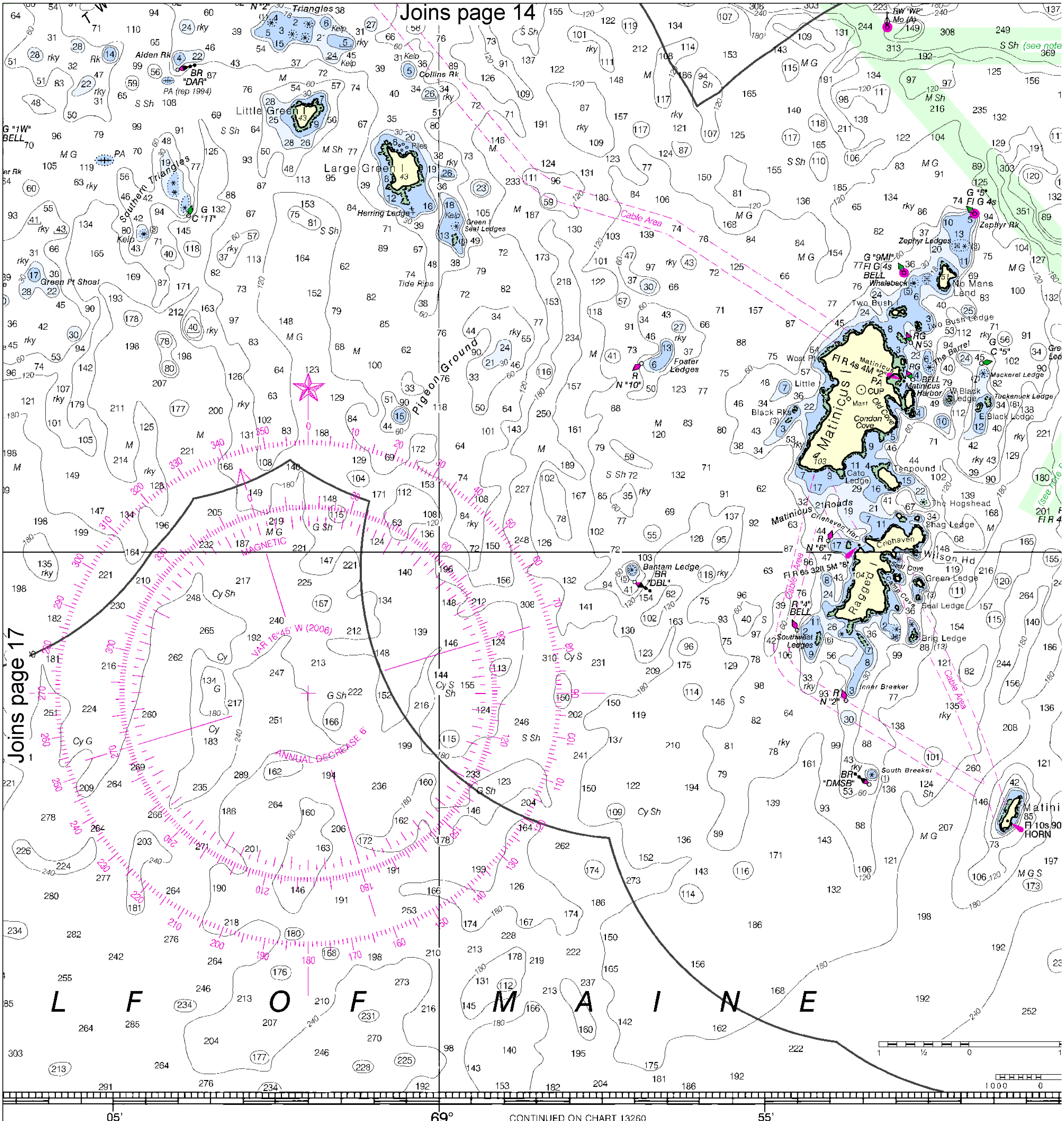
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

North

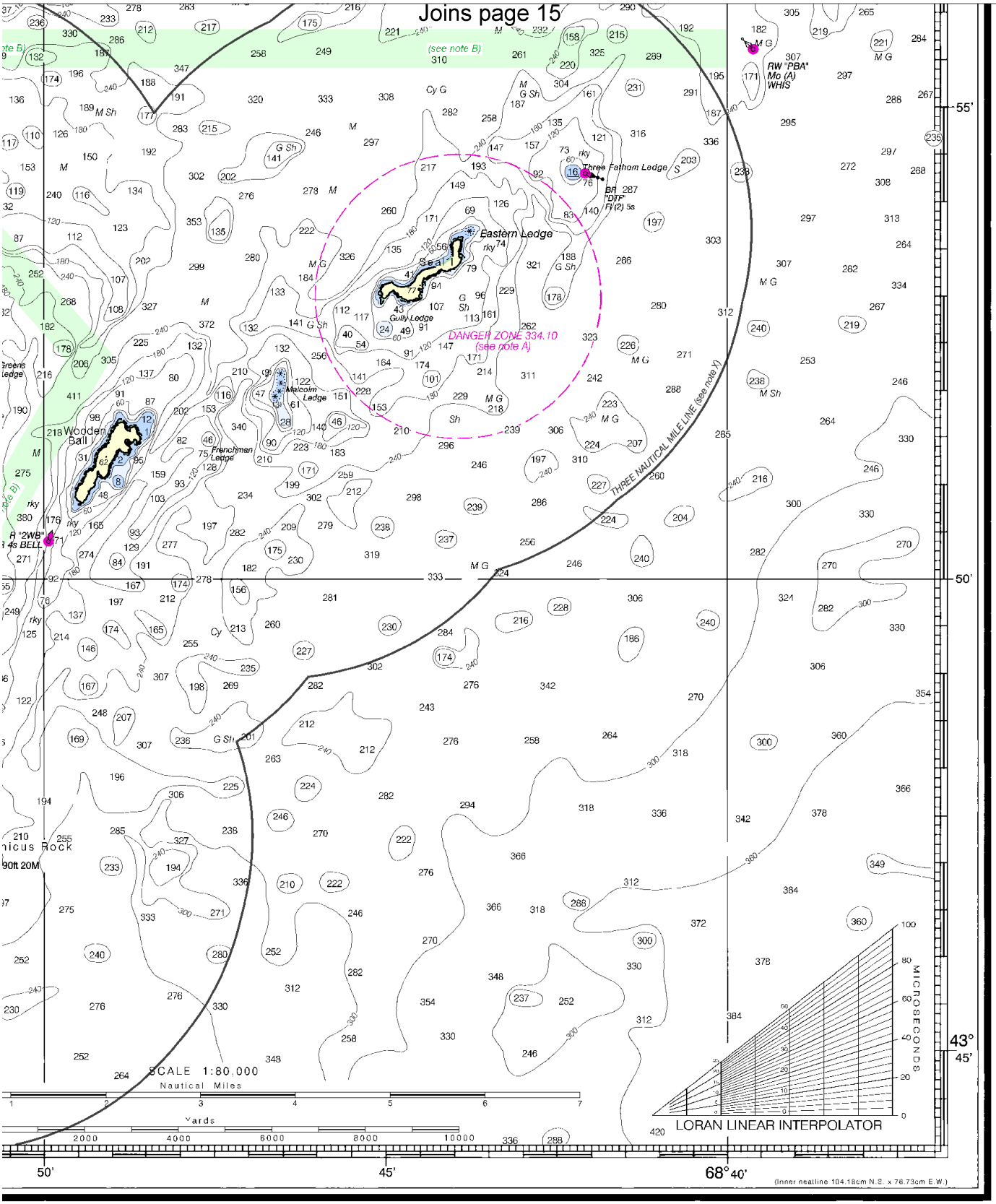
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Penobscot Bay and Approaches

SOUNDINGS IN FEET - SCALE 1:80,000

SOUNDINGS IN FEET

13302

LORAN-C OVERPRINTED

ED. NO. 22

NSN 7642014010441

NGA REFERENCE NO. 13BHA13302

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard South Portland – 207-767-0363/0303
Coast Guard Boothbay Harbor – 207-633-2643
Coast Guard Rockland – 207-596-6666
Maine Marine Patrol – 207-657-3030/800-452-4664
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.